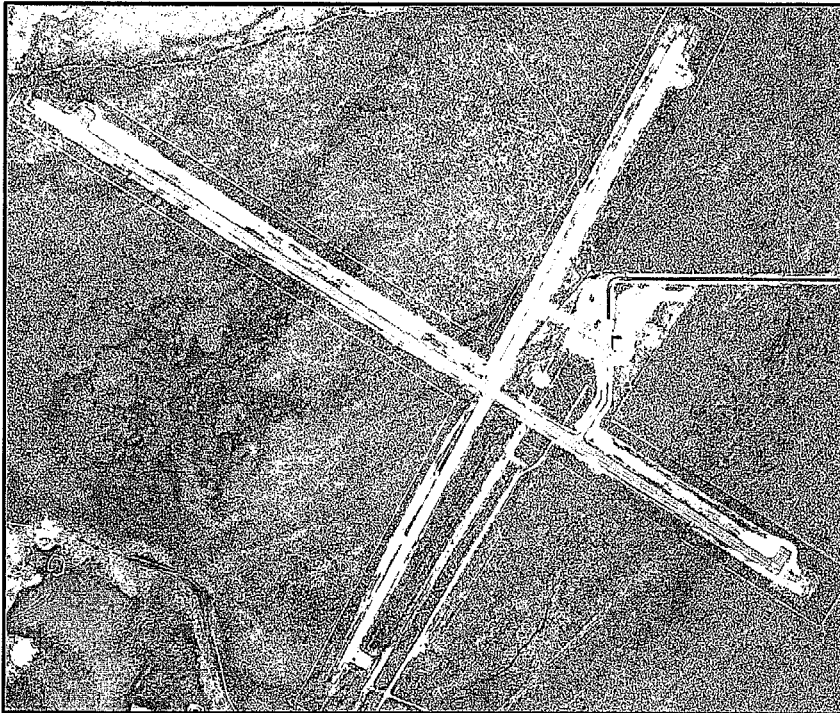




Chapter One INVENTORY

INVENTORY



The information outlined in this chapter provides a foundation, or starting point, for all subsequent chapters. Therefore, it is essential that a complete and accurate inventory is conducted since the findings and assumptions made in this plan are dependent on the information collected. The information outlined in this chapter was obtained through on-site inspections of the airport, interviews with Town staff and airport tenants, and documents provided

The initial step in the preparation of the airport master plan update is the collection of information pertaining to the airport and the area the airport serves. This chapter assembles collected information which will be used in subsequent analyses in this study. Within this chapter is an inventory of existing airport facilities, area airspace, and air traffic control activity. Additionally, background information regarding the Town of Colorado City and the regional area is presented. This includes information regarding the airport's role in state and national aviation systems, surface transportation, and the socioeconomic profile.

by the Federal Aviation Administration (FAA), Arizona Department of Transportation, Aeronautics Division (ADOT), and the Town of Colorado City.

REGIONAL SETTING

The Town of Colorado City is located in northwest Arizona along the Arizona-Utah border. Located in a predominately rural section of the State known as the "Arizona Strip", the Town of Colorado City is centrally located to numerous geological, historical, and recreational attractions including: Grand Canyon National Park, Zion

National Park, Bryce Canyon National Park, Cedar Breaks National Monument, Coral Pink Sand Dunes Utah State Park, Lake Powell, Glen Canyon and Lake Mead National Recreation Areas, Historic Pipe Springs National Monument, and Kaibab National Forest. Colorado City is located at the base of the impressive Vermillion Cliffs.

At an elevation of 5,000 feet, the regional climate is characterized by four distinct seasons. The average daily maximum temperature ranges from 47 degrees Fahrenheit in January to 93 degrees F in July. The normal daily minimum temperature ranges from 22 degrees F in January to 60 degrees F in July. On average, the region can expect 11 inches of precipitation annually.

Exhibit 1A depicts the location of Colorado City in its regional setting. Colorado City is located along Arizona State Highway 389 (Utah State Highway 59). Interstate Highway 15 provides major highway access to the region, linking southwest Utah and northwest Arizona communities to Las Vegas (to the west) and Salt Lake City (to the north). There is no rail or bus service in the City of Colorado City.

Colorado City Municipal Airport is located on approximately 209 acres in the southwest corner of Colorado City. The airport is accessed via Mohave Avenue to Redwood Street and to Airport Avenue. Colorado City Municipal Airport was awarded the first Arizona Airport of the Year award in 1992, by the Arizona Department of Transportation, Aeronautics Division.

THE AIRPORT'S SYSTEM ROLE

Airport planning exists on many levels: local, regional, state, and national. Each level has a different emphasis and purpose. This master plan is the primary local airport planning document. At the state level, the airport is included in the *Arizona State Aviation System Plan (SASP)*. The purpose of the *SASP* is to ensure that the State has an adequate and efficient system of airports to serve its aviation needs well into the 21st century. The *SASP* defines the specific role of each airport in the State's aviation system and establishes funding needs. Through the State's Continuous Aviation System Planning Process (CASPP), the *SASP* is updated every five years. The most recent update to the *SASP* is the 1995 *Arizona State Aviation Needs Study (SANS)*. The purpose of the *SANS* is to provide policy guidelines that promote and maintain a safe aviation system in the State, assess the State's airport capital improvement needs, and identify resources and strategies to implement the plan. The 1995 *SANS* included all public and private airports and heliports in Arizona which are open to the public, including American Indian and recreational airports.

At the national level, the airport is included in the *National Plan of Integrated Airport Systems (NPIAS)*. The *NPIAS* includes a total of 3,660 airports (both existing and proposed) which are important to national air

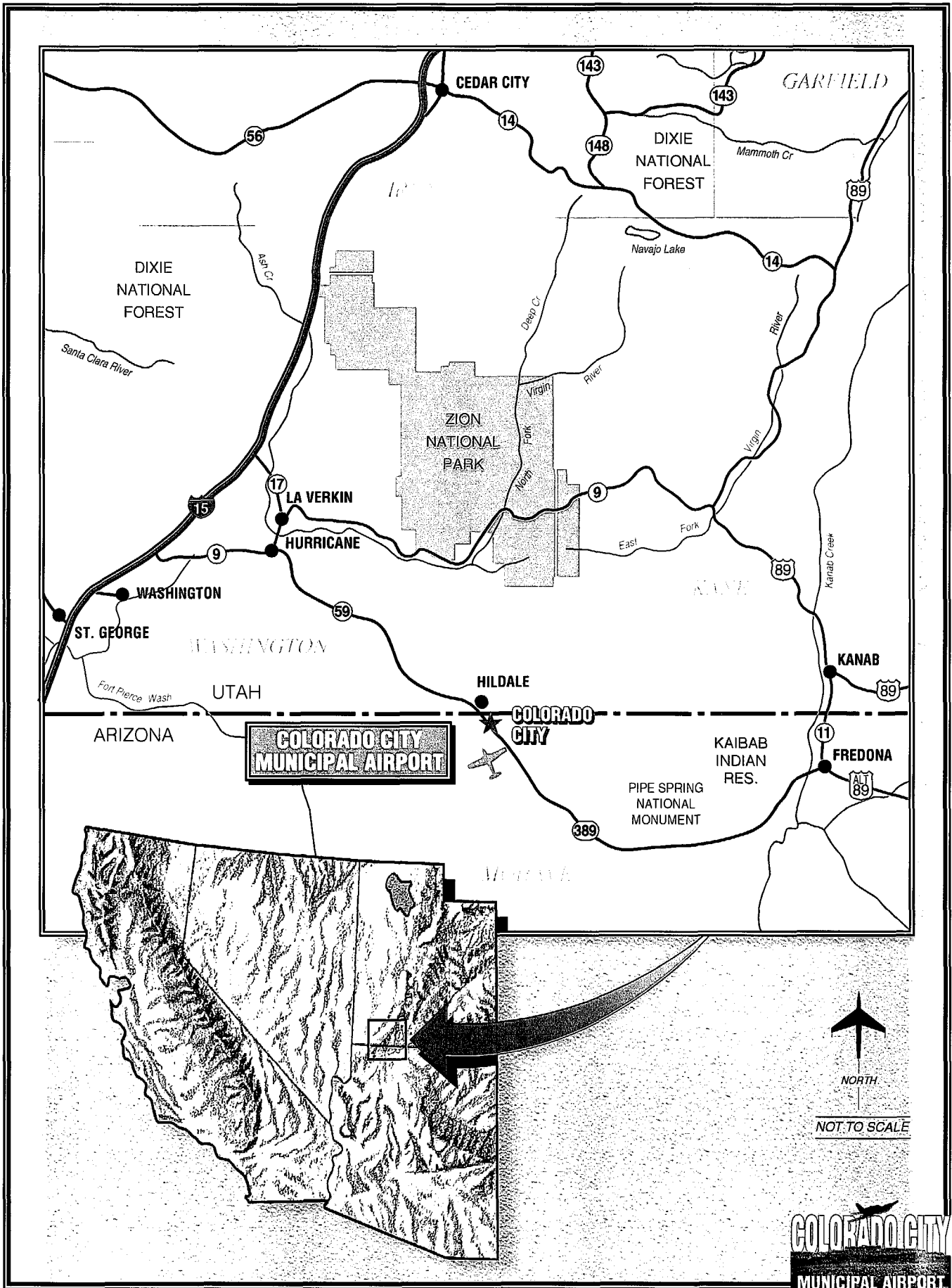


Exhibit 1A
LOCATION MAP

transportation. The Colorado City Municipal Airport is one of forty-six general aviation airports in Arizona included in the *NPIAS*. The *NPIAS* includes estimates on the total development needs of the nation's airports which are eligible for federal funding assistance.

MASTER PLANNING

The previous Airport Master Plan for Colorado City Municipal Airport was completed in 1990 and outlined the direction for the development of the existing airport site. This included abandoning the original single runway configuration and analysis to develop the current two runway configuration north of the original airport site. The plan also provided for aircraft storage hangar, utility, and navigational aid improvements.

A Master Plan completed for the airport in 1982 provided similar recommendations to the 1990 Master Plan. The 1982 Master Plan recommended constructing a new primary runway (Runway 10-28) and paving the original runway (Runway 2-20) in its original location. The Master Plan also included recommendations for fencing, fuel, utility, access, and lighting improvements.

HISTORICAL PERSPECTIVE

Colorado City Municipal Airport has come a long way since the original airport site was cleared by a group of local citizens in the early 1960's. Essentially, an entirely new airport has

been developed since 1991 by the Town of Colorado City. All airfield pavements, buildings, roadways, and utilities are new and have been constructed since 1991.

Soon after clearing land for the original 500 to 600-foot runway (oriented in a northeast/southwest direction) by local citizens, the runway was extended to 3,600 feet and surface rolled and compacted. In 1967, Benjamin G. Bistline obtained a lease from the Bureau of Land Management (BLM) and developed Runway 2-20 (abandoned in 1991 when the existing runways were constructed). In 1978, the lease for the airport site held by Benjamin G. Bistline was transferred to Mohave County. With grant assistance from the Arizona Department of Transportation, Aeronautics Division, Mohave County extended the runway and improved drainage. In 1988, the lease held by Mohave County was transferred to Colorado City. This lease was terminated in 1991 when the Town of Colorado City obtained fee simple ownership of the airport site from the BLM.

Over the past several years, a number of airport improvement projects have been completed at the airport, many with State and Federal grant assistance. Major improvements completed in 1991 included: constructing Runway 11-29, Runway 2-20, and a portion of the existing apron with 10 aircraft tiedowns. The apron and Runway 11-29 were paved while Runway 2-20 was covered with a prime coat. A rotating beacon, segmented circle, and windsock were also installed

observation system (AWOS) III were installed as well as precision approach path indicators (PAPIs) and runway end identifier lights (REILs) to each end of Runway 11-29. The aircraft maintenance and storage hangar was constructed by Colorado City in 1992. In 1993, Runway 2-20 was paved and lighted, the apron was expanded, the T-hangar access taxiway constructed, and the airport access road improved. In 1995, the public terminal building, potable water system, and fire protection system were constructed.

AIRPORT ADMINISTRATION

The airport is owned and operated by the Town of Colorado City. The fixed based operator (FBO), Westwing Aviation, is responsible for the day-to-day administration and operation of the airport. The administration and maintenance of the airport is achieved with existing town staff. There are no specific staff members assigned directly to the airport. An Airport Advisory Committee consisting of Town residents provides oversight and general guidance to the Town Council in the operation of the airport. The Airport Advisory Committee was originally established by council vote on May 11, 1987 to review options concerning the potential transfer of the lease for the airport from Mohave County to Colorado City. As discussed previously, Mohave County transferred the lease for the airport to Colorado City in 1988.

AIR TRAFFIC ACTIVITY

At airports serving general aviation, the number of based aircraft and the total annual operations (takeoffs and landings) are the primary indicators of aeronautical activity. Historical based aircraft and annual operations data will be used in subsequent analyses in this master plan to project future aeronautical activity and determine future facility needs.

Table 1A summarizes historical based aircraft and operations at Colorado City Municipal Airport for 1990, 1993, and 1997. As shown in the table, based aircraft grew from 1990 through 1993 as the City completed the various airport improvements discussed above. Total based aircraft have remained relatively static since 1993.

Annual aircraft operations at Colorado City Municipal Airport have not regularly been counted. Instead, only estimates of historical activity are available. The 1990 Master Plan recorded 2,550 operations for the airport in 1990 based upon local counts. An estimate of 1,500 operations was reported for the FAA 5010-1, Airport Master Record Form in 1993. The most current FAA 5010-1, Airport Master Record Form estimates that annual operational levels totaled 3,000 1997. The decline between 1990 and 1993 could be attributed to a difference in recording methods. (Note: The Town of Colorado City staff recognizes that this number is low. The number of actual operations for 1993 is probably higher and probably the result of incomplete data.)

TABLE 1A
Historical Based Aircraft and Operations Estimates

Year	Based Aircraft			Annual Operations
	Single-Engine Piston	Multi-Engine Piston	Total	
1990 ¹	5	1	6	2,550
1993 ²	9	2	11	1,500
1997 ³	9	1	10	3,000

¹ Colorado City Master Plan Update 1990-2010
² FAA Form 5010-1, Airport Master Record, October 5, 1993
³ FAA Form 5010-1, Airport Master Record, January 1, 1998

AIRPORT FACILITIES

Airport facilities can be functionally classified into two broad categories: airside and landside. The airside category includes facilities directly associated with aircraft operations. The landside category includes facilities necessary to provide the transition from surface to air transportation and support facilities necessary for the safe operation of the airport.

AIRSIDE FACILITIES

Airside facilities include runways, taxiways, and airport lighting. Within the discussion of airfield facilities is a presentation of the navigational and landing aids serving the airport as well as area airspace and air traffic control.

A depiction of the airside facilities at the airport is provided on **Exhibit 1B**. **Table 1B** summarizes airside facility data.

Runways

Colorado City Municipal Airport is served by two runways in an intersecting configuration. Runway 11-29, oriented in a southeast/northwest direction, serves as the primary runway and is 6,300 feet long by 75 feet wide. The runway is constructed of 2½ inches of asphalt over four inches of aggregate base and has a pavement strength rating of 30,000 pounds single wheel loading (SWL). Single wheel loading refers to the design of the aircraft landing gear which has a single wheel on each main landing gear strut. Runway 11-29 was constructed in 1991, is in good condition, and in need of only a periodic slurry seal.

Runway 2-20, oriented in a northeast/southwest direction, serves as the crosswind runway and is 5,100 feet long by 60 feet wide. Runway 2-20 is constructed of three inches of asphalt over six inches of select borrow and can support aircraft up to 12,500 pounds

SWL. Earthwork for Runway 2-20 was completed in 1991 and the runway paved in 1993. The runway is in good condition, and in need of only a periodic slurry seal.

a runway end, aircraft must "back-taxi" along the runway to the runway end. A holding apron/turn-around is provided at each runway end to provide an area for aircraft to prepare for departure off the runway. A taxiway connects each runway to the aircraft parking apron.

Taxiways

Presently, taxiway access is not available to each runway end. To access

TABLE 1B
Airside Facilities Data

	Runway 11-29		Runway 2-20	
Runway Length (feet)	6,300		5,100	
Runway Width (feet)	75		60	
Runway Surface Material (Condition)	Asphalt (Good)		Asphalt (Good)	
Runway Load Bearing Strength (pounds) Single Wheel Loading	30,000		12,500	
Runway Lighting	Medium Intensity		Medium Intensity	
Runway Markings (Condition)	Basic (Good)		Basic (Good)	
	11	29	2	20
Approach Lighting	PAPI, REIL	PAPI, REIL	None	None
Taxiway Lighting	Medium Intensity			
Instrument Approach Procedures	NDB-A			
Source:	FAA Airport Master Record, January 1, 1998 and U.S. Terminal Procedures Southwest Volume I, dated February 26, 1998			

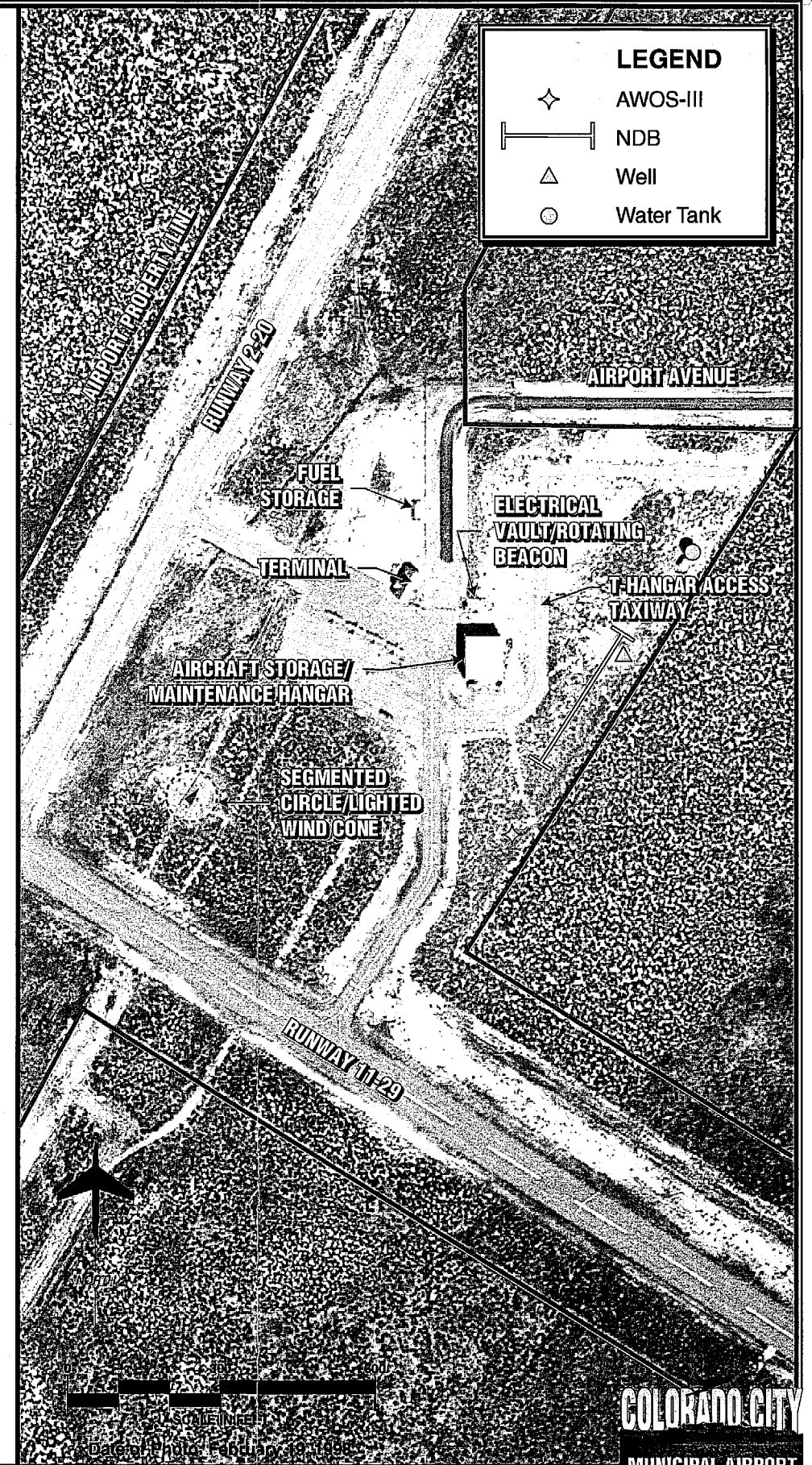
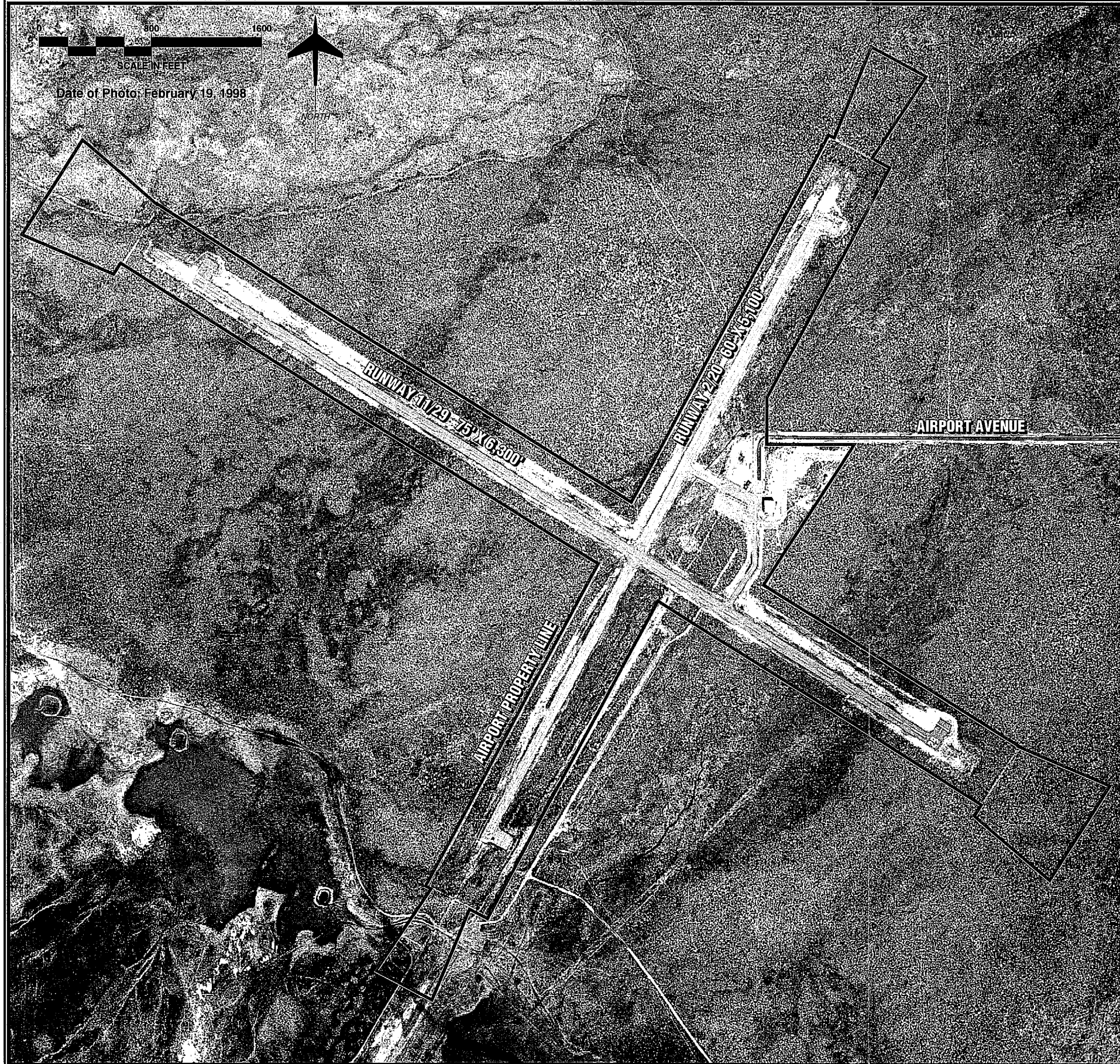
Airfield Lighting

Airfield lighting systems extend an airport's usefulness into periods of darkness and/or poor visibility. A variety of lighting systems are installed at the airport for this purpose. These lighting systems, categorized by function, are summarized as follows:

Identification Lighting: The location of an airport at night is universally

indicated by a rotating beacon. A rotating beacon projects two beams of light, one white and one green, 180 degrees apart. The rotating beacon structure is located north of the airport maintenance/storage hangar.

Pavement Edge Lighting: Pavement edge lighting utilizes light fixtures placed near the pavement edge to define the lateral limits of the pavement. This lighting is essential for maintaining



safe operations at night and/or during times of poor visibility in order to maintain safe and efficient access between the runway and aircraft parking areas. Medium intensity runway lighting (MIRL) is provided along both runways. Runway threshold lighting identifies each runway end.

Medium intensity taxiway lighting (MITL) marks the intersection of taxiways with the runway. Reflective markers extend the remaining length of the taxiways and around the perimeter of the turn-around areas at each runway end. Lighted signs are located at each runway end, the runway intersections, and runway/taxiway intersections to aid pilots in identifying their location on the airport.

A pilot controlled lighting (PCL) feature of the airport's runway and taxiway lighting system allows pilots to turn on and change the intensity of the runway and taxiway lighting utilizing the radio transmitter in the aircraft.

Visual Approach Lighting: A precision approach path indicator (PAPI) is available at the Runway 11 and 29 ends. The PAPI consists of a system of lights located near the runway threshold. When interpreted by the pilot they give him or her an indication of being above, below, or on the designed descent path to the runway.

Runway End Identification Lighting: Runway end identifier lights (REILs) provide rapid and positive identification of the approach end of a

runway. The REIL system consists of two synchronized flashing lights, located laterally on each side of the runway threshold facing the approaching aircraft. REILs are installed at the Runway 11 and 29 ends.

Aircraft Parking Apron

A 7,400 square yard aircraft parking apron is available for aircraft movement and tiedown at the airport. There are 21 aircraft tiedown positions located on the apron.

The northern half of the apron and connecting taxiway to Runway 11-29 were constructed in 1991 and consist of 2 ½ inches of asphalt over four inches of aggregate base. The southern half of the apron and connecting taxiway to Runway 2-20 were constructed in 1993. The southern half of the apron is constructed of 2½ inches of asphalt over four inches of aggregate base. The connecting taxiway to Runway 2-20 is constructed of three inches of asphalt over six inches of select borrow.

Pavement Markings

Pavement markings aid in the movement of aircraft along airport surfaces. The basic markings along each runway identify the runway centerline and designation. Taxiway and apron taxilane centerline markings are provided to assist aircraft using these airport surfaces. Pavement markings also identify aircraft parking positions and holding positions.

Navigational Aids

Navigational aids are electronic devices that transmit radio frequencies which properly equipped aircraft and pilots translate into point-to-point guidance and position information. The types of electronic navigational aids available for aircraft enroute to the airport include: the Very High Frequency Omnidirectional Range (VOR) facility, nondirectional beacon (NDB), Loran-C, and Global Positioning System (GPS).

The VOR, in general, provides azimuth readings to pilots of properly equipped aircraft by transmitting a radio signal at every degree to provide 360 individual navigational courses. Frequently, distance measuring equipment (DME) is combined with a VOR facility to provide distance as well as direction information to the pilot. In addition, military TACAN and civil VOR's are commonly combined to form a VORTAC. A VORTAC provides distance and direction information to civil and military pilots. Pilots flying to or from the airport can utilize the St. George VOR/DME located approximately 30 nautical miles northwest of the airport. **Exhibit 1C**, a map of the regional airspace system, depicts the location of the St. George VOR/DME.

The NDB transmits nondirectional radio signals whereby the pilot of properly equipped aircraft can determine the bearing to or from the NDB facility and then "home" or track to or from the station. Pilots flying to or from the airport can utilize the Colorado City NDB located on the airport. The Colorado City NDB antenna is located

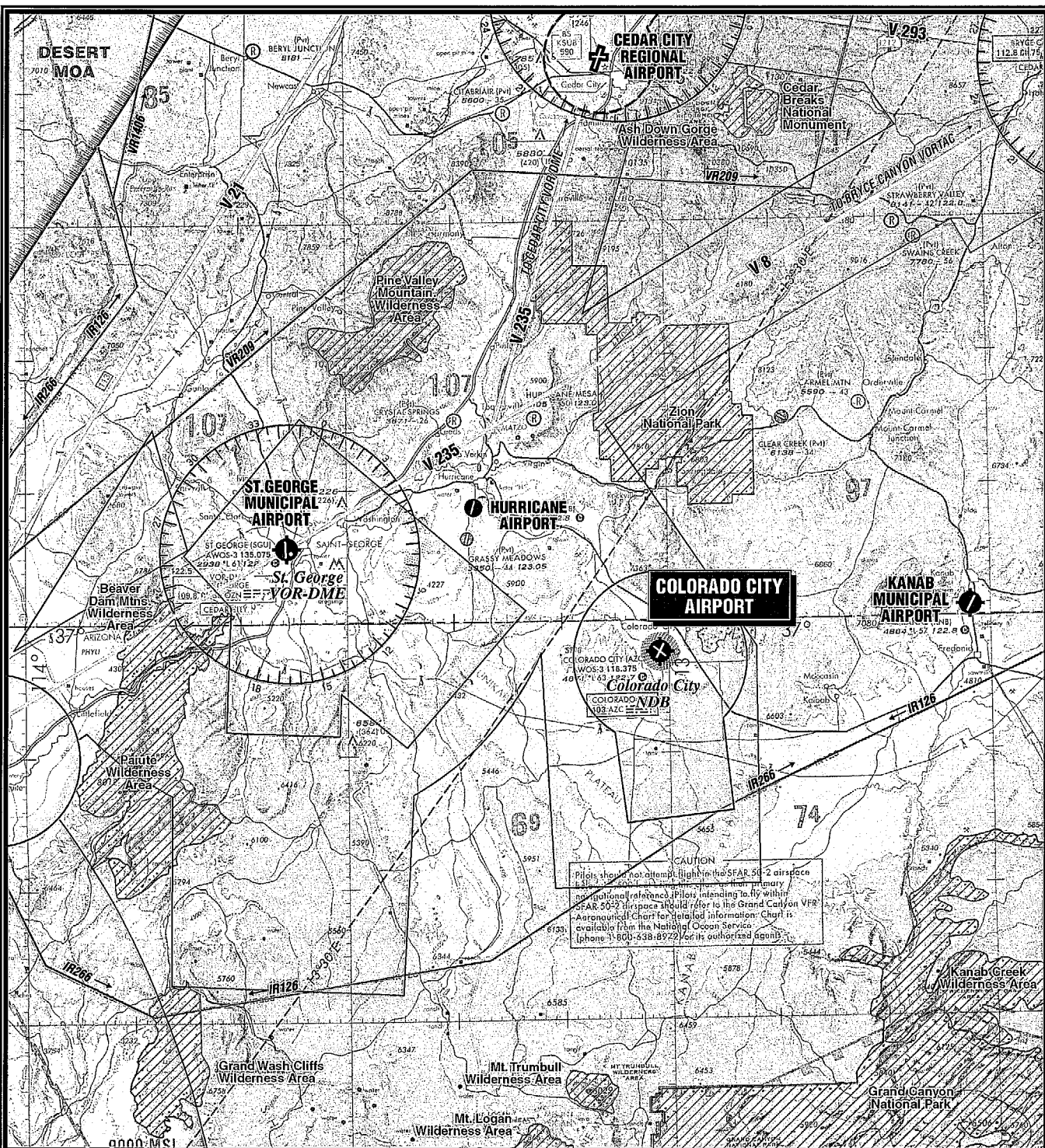
north of Runway 11-29 near the aircraft maintenance/storage hangar.

Loran-C is a ground-based enroute navigational aid which utilizes a system of transmitters located in various locations across the continental United States. LORAN-C varies from the VOR and NDB as pilots and aircraft are not required to navigate using a specific facility (with the VOR and NDB, pilots must navigate to and from a specific VOR or NDB facility). With properly equipped aircraft, pilots using Loran-C can directly navigate to any airport in the United States.

GPS is an additional navigational aid for pilots enroute to the airport. GPS was initially developed by the United States Department of Defense for military navigation around the world. Increasingly, over the last few years, GPS has been utilized more in civilian aircraft. GPS uses satellites placed in a fixed orbit around the globe to transmit electronic signals which properly equipped aircraft use to determine altitude, speed, and navigational information. GPS is similar to Loran-C in that pilots do not have to navigate to or from a specific navigational facility. GPS provides the greatest level of accuracy of all enroute navigational aids. The FAA is proceeding with a program to gradually replace all traditional ground-based enroute navigational aids with GPS over the next decade.

Instrument Approach Procedures

Instrument approach procedures are a series of predetermined maneuvers



LEGEND

- Airport with hard surfaced runways greater than 8069' or some multiple runways less than 8069'
- Airport with hard surfaced runways 1500' to 8069' in length
- Non-Directional Radiobeacon (NDB)
- Compass Rose
- Restricted/Warning Area

- Victor Airways
- Military Training Routes
- Class E Airspace
- Class E Airspace with floor greater than 1,200'; Abuts Class G Airspace
- Class E Airspace with floor 700' above surface



NOT TO SCALE

COLORADO CITY
MUNICIPAL AIRPORT

established by the FAA using electronic navigational aids that assist pilots in locating an airport during low visibility and cloud ceiling conditions. Presently, the airport is served by an NDB approach using the Colorado City NDB described above. The NDB-A approach enables aircraft with approach speeds less than 90 knots to land at the airport when cloud ceilings are as low as 900 feet above the ground and visibility is reduced to one mile. For aircraft with approach speeds between 91 and 120 knots, the visibility minimums increase to 1¼ miles. For aircraft with approach speeds between 121 and 140 knots, the visibility minimums increase to 2½ miles. At approach speeds between 141 and 165 knots, the visibility minimums increase to 2¾ miles.

The FAA is proceeding with an aggressive program to establish 500 new instrument approaches each year at airports across the nation using GPS. Since GPS does not require expensive ground-based equipment for the transmission of electronic navigational signals, GPS instrument approaches can be developed to almost every airport and at a low cost. A NAVAIDS study completed by the Arizona Department of Transportation, Aeronautics Division, plans for a GPS approach to Runway 29. The NAVAIDS study notes that terrain at an elevation of 5,098 feet 30,000 feet east of the airport may prevent this GPS approach from providing lower than one mile visibility and 400-foot cloud ceiling minimums.

Area Airspace

To ensure a safe and efficient airspace environment for all aspects of aviation, the FAA has established an airspace structure that regulates and establishes procedures for aircraft using the National Airspace System. The U.S. airspace structure provides for two basic categories of airspace, controlled and uncontrolled, and identifies them as Classes A, B, C, D, E, and G.

Class A airspace is controlled airspace and includes all airspace from 18,000 feet mean sea level (MSL) to Flight Level 600 (approximately 60,000 feet MSL). Class B airspace is controlled airspace surrounding high activity commercial service airports (i.e. Phoenix Sky Harbor International Airport, McCarran International Airport). Class C airspace is controlled airspace surrounding lower activity commercial service (Tucson International Airport) and some military airports (Davis-Monthan Air Force Base). Class D airspace is controlled airspace surrounding airports with an air traffic control tower. All aircraft operating within Class A, B, C, and D airspace must be in contact with the air traffic control facility responsible for the particular airspace. Class E airspace is controlled airspace that encompasses all instrument approach procedures and low altitude federal airways. Only aircraft conducting instrument flights are required to be in contact with air traffic control when operating in Class

E airspace. While aircraft conducting visual flights in Class E airspace are not required to be in radio communication with air traffic control facilities, visual flight can only be conducted if minimum visibility and cloud ceilings exist. Class G is uncontrolled airspace.

Exhibit 1C depicts the airspace in the vicinity of the airport. Colorado City Municipal Airport is located within an area of Class E airspace. Class G airspace borders the airport to the east, south, and southwest.

While not considered part of the U.S. airspace structure, the boundaries of National Park Service areas, U.S. Fish and Wildlife Service areas, and U.S. Forest Wilderness and Primitive areas are noted on aeronautical charts. While aircraft operations are not specifically restricted over these areas, aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface. **Exhibit 1C** depicts the boundaries of these areas near Colorado City Municipal Airport.

For aircraft enroute or departing the area using VOR navigational facilities, a system of federal airways, referred to as Victor Airways, has been established by the FAA. Victor Airways are corridors of airspace eight miles wide that extend upward from 1,200 feet AGL to 18,000 feet MSL and extend between VOR navigational facilities. All Victor Airways near Colorado City Municipal Airport are identified on **Exhibit 1C**.

Air Traffic Control

There is no air traffic control tower on the airport. The unicom frequency of 122.7 is used by aircraft in the vicinity of the airport to obtain airport information and advise other aircraft of their position and intentions. For aircraft arriving and departing the airport, and in the enroute phase of their flight, route guidance assistance is available from the Los Angeles Air Route Traffic Control Center (ARTCC). The Los Angeles ARTCC controls aircraft in a large multi-state area.

Weather Reporting

Colorado City Municipal Airport is equipped with an Automated Weather Observation System (AWOS) III. The AWOS III provides automated aviation weather observations 24 hours a day. The system updates weather observations every minute, continuously reporting significant weather changes as they occur. The AWOS III system reports cloud ceiling, visibility, temperature, dew point, wind direction and speed, altimeter setting (barometric pressure), and density altitude (airfield elevation corrected for temperature).

Area Airports

Airports in the vicinity of Colorado City Municipal Airport are shown on **Exhibit 1C**. Normally, a review of public-use airports within 30 nautical

(air) miles of an airport is completed for an airport master plan study to identify and distinguish the type of air service provided by competing airports. A review of the area around Colorado City Municipal Airport reveals that there are three other public-use airports within 30 nautical miles of the airport: St. George Municipal Airport, Kanab Municipal Airport, and Hurricane Airport. The following provides a brief description of these airports.

St. George Municipal Airport is located approximately 29 nautical miles northeast of Colorado City Municipal Airport in St. George, Utah. Owned and operated by the City of St. George, the airport is served by a single runway, 6,101 feet long by 100 feet wide and is equipped with various visual approach lighting aids and runway end identification lighting. Approximately 102 aircraft are based at the airport. The airport is served by daily commercial air passenger service to Los Angeles and Salt Lake City. A full range of fueling and aircraft maintenance services for general aviation aircraft is provided at St. George Municipal Airport. There are four published instrument approach procedures to the airport.

Kanab Municipal Airport is located approximately 23 nautical miles east of Colorado City Municipal Airport and is owned and operated by City of Kanab, Utah. Runway 1-19 is 5,737 feet long by 75 feet wide and equipped with a PAPI to Runway 1. There are approximately 13 based aircraft. A full range of fueling and aircraft maintenance services for general

aviation aircraft is available at Kanab Municipal Airport.

Hurricane Airport, located approximately 17 nautical miles northwest of Colorado City Municipal Airport, is owned and operated by the City of Hurricane, Utah. The airport has one runway available for use, Runway 18-36, which is 3,410 feet long and 40 feet wide. An estimated 27 aircraft are based at the airport.

Local Operating Procedures

Colorado City Municipal Airport is situated at 4874 feet mean sea level (MSL). All fixed wing aircraft are requested to maintain a traffic pattern altitude of 800 feet above the airfield elevation (5,674 feet MSL). All helicopters are requested to maintain a 500-foot AGL traffic pattern (5,300 feet MSL). Aircraft landing Runways 2, 20, and 29 follow a left hand traffic pattern. In this manner, aircraft approach the desired runway end following a series of left-hand turns. A right traffic pattern has been established for Runway 11.

No specific arrival and departure procedures have been established by the airport for fixed-wing or helicopter aircraft. All aircraft follow FAA recommended arrival, departure, and traffic pattern procedures.

LANDSIDE FACILITIES

Landside facilities include: the terminal building, aircraft storage/maintenance

hangars, the aircraft parking apron, and fuel facilities. Landside facilities at the airport are identified on **Exhibit 1B**.

Terminal Building

The terminal building is located along the north side of the apron west of the aircraft storage/maintenance hangar. Constructed in 1995, this single-story building totals approximately 1,700 square feet. The terminal includes a large waiting lobby, a pilot briefing room, airport manager's office, pilot lounge, restrooms, and vending.

Aircraft Storage Facilities

There is one aircraft storage facility located on the airport. The 5,760 square-foot hangar is located along the east side of the apron facing Runway 2-20. This hangar was constructed in 1992 by Colorado City. Office space and restroom facilities are also available in the hangar.

The Town Council approved the construction of an eight-unit T-hangar facility in October 1997. This facility will be constructed along the T-hangar access taxiway north of the aircraft storage/maintenance hangar. The Town of Colorado City will fund the development of these hangars with a loan from the Arizona Department of Transportation, Aeronautics Division.

General Aviation Services

Westwing Aviation, through a contract with the Town of Colorado City, provides all general aviation services at the airport. Westwing Aviation provides fueling, aircraft rental, and minor aircraft maintenance services. Westwing Aviation occupies a portion of the terminal building and holds the lease to the aircraft storage/maintenance hangar.

Fuel Storage

The Town of Colorado City owns and maintains a 10,000 gallon above-ground storage tank located north of the terminal building along the airport entrance road. Constructed in 1992, this tank is used to store 100LL Avgas.

Westwing Aviation owns two mobile fuel trucks for dispensing aviation fuels. One of the mobile fuel trucks is used to store and dispense Jet-A fuel.

Utilities

Electrical service to the airport is provided by Twin City Power. The main electrical vault is located north of the aircraft storage/maintenance hangar. Propane is used to heat the terminal. A propane tank is located at the terminal building.

A well, located near the NDB antenna, provides potable water at the airport. A 1¼ inch line connects the well to the terminal and aircraft storage/maintenance hangar.

The well also supports the fire protection system at the airport which includes a 60,000 gallon tank and two fire hydrants located along the T-hangar access taxiway and airport entrance road near the electrical vault. A three inch line from the well supplies the 60,000 gallon storage tank, while an eight-inch line connects the storage tank and fire hydrants. Firefighting and emergency services for the airport are provided by the regional fire district. Fire stations are located adjacent to the Town of Colorado City Town Hall and Town of Hildale Town Hall.

A septic tank and leach field are located at both the terminal building and aircraft storage/maintenance hangar.

SURROUNDING LAND USE

Presently, Colorado City Municipal Airport is completely surrounded by undeveloped land, used mostly for cattle grazing. A review of County Assessor maps indicate that most property to the south and west is owned by the United States Bureau of Land Management while most property to the east and north is privately-owned.

Exhibit 1D presents the Land Use Plan and Transportation Plan for the Town of Colorado City. Presently, most development in Colorado City is located northeast of the airport and north of Mojave Avenue. As shown on the exhibit, the Land Use Plan provides for residential and commercial type land uses east of the airport and for agricultural land use to the north and south.

On August 14, 1995, the Town Council approved the Colorado City Municipal Airport Zoning Ordinance to regulate land uses and the height of objects near the airport. The ordinance established the Airport Development - Mixed Use (AD-MU) district to define appropriate land uses near the airport. The AD-MU district extends for 5,000 feet from each runway end. The Airport Approach (AA) Overlay District was established to define appropriate land uses for properties within the approaches to the airport. The ordinance also defines the imaginary surfaces used to restrict the height of structures underneath the approach surfaces to the airport.

As shown on **Exhibit 1D**, the Transportation Plan provides for the extension of Airport Avenue to Arizona Highway 389 to provide a direct connection to the airport. Presently, the airport is accessed via Mohave Avenue and Redwood Street to Airport Avenue.

COMMUNITY PROFILE

The community profile provides a better understanding of the dynamics of growth, and the potential changes that may be expected in aviation demands.

The size and structure of the local community is an important factor to consider in the planning of airport facilities. **Table 1C** summarizes historical population estimates for Colorado City and neighboring Hildale, Utah and the average annual growth rate for each community. As evidenced in the table, both Colorado City and Hildale have experienced strong population growth over the past

eighteen years. For Colorado City, the population has grown by more than 2,400 persons since 1990, (an average annual growth rate of 5.9 percent). According to a recent article in the Kingman Daily Miner, Colorado City is

the 13th fastest growing City in the State of Arizona. For Hildale, the population has grown by more than 1,100 since 1980 (an average annual growth rate of 4.5 percent).

TABLE 1C
Historical Population
Town of Colorado City, Town of Hildale, Utah

Year	1980	1990	1997	Average Annual Growth Rate
Colorado City	1,439	2,434	3,860	5.9%
Hildale	1,009	1,325	2,126	4.5%

Sources: Arizona Department of Economic Security, Five County Association of Governments

The Arizona Department of Commerce tracks a number of key categories to identify local economic growth. As shown in **Table 1D**, this includes taxable sales, postal receipts, building permits, school enrollment, and

assessed valuation. Colorado City has experienced growth in each of these categories since 1990, with dramatic growth experienced in taxable sales (up 1,982 percent) and postal receipts (up 813 percent).

TABLE 1D
Colorado City Growth Indicators

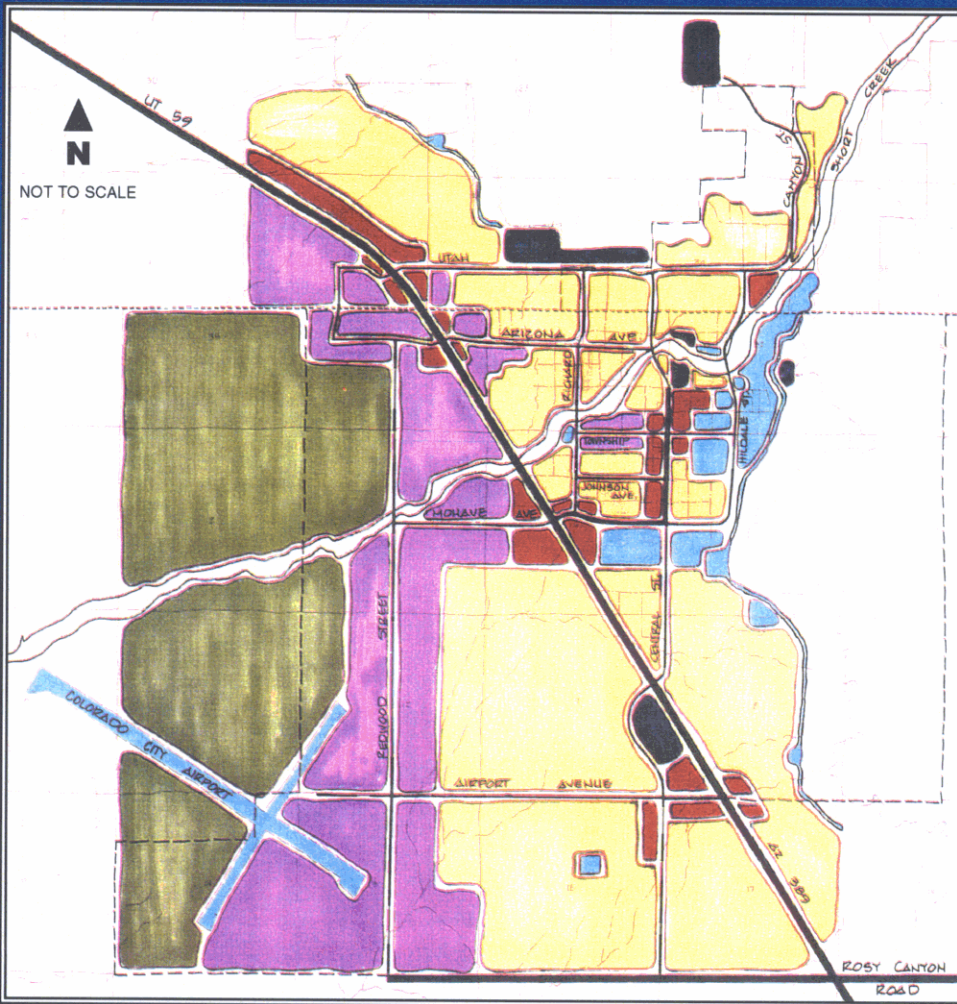
	1990	1995	1996	% Growth
Taxable Sales (\$)	341,357	5,852,300	6,768,400	1,982
Postal Receipts (\$)	55,708	454,371	453,419	813
New Building Permits	43	72	81	88
School Enrollment	995	981	1,002	.7
Net Assessed Valuation (\$)	3,614,897	5,227,353	4,983,628	37

Source: Arizona Department of Commerce

SUMMARY

The information discussed on the previous pages provides a foundation upon which the remaining elements of the master planning process will be constructed. This information will

provide guidance when an evaluation of the airport's facilities is undertaken (in Chapter 3) to determine the ability of the airport to accommodate the projections of aviation demand (presented in Chapter 2).



LAND USE PLAN

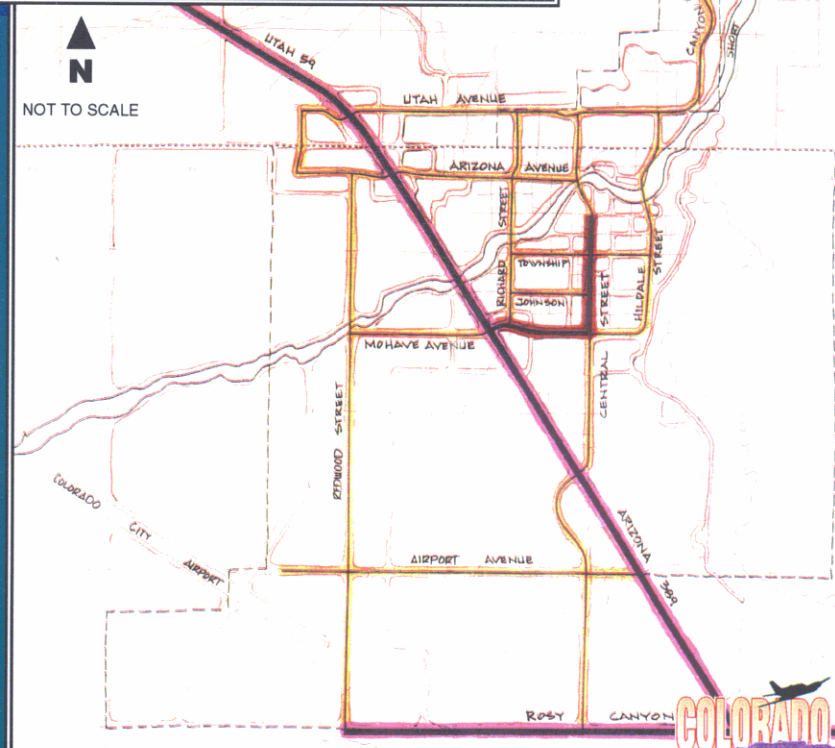
LEGEND

- Residential
- Commercial
- Employment
- Community Facilities
- Community Parks
- Agriculture
- State Line
- Town Limits

TRANSPORTATION PLAN

LEGEND

- Highway
- Major Collector/Commercial
- Major Collector/Residential
- State Line
- Town Limits



Source: Colorado City General Plan,
March 15, 1993

COLORADO CITY
MUNICIPAL AIRPORT

DOCUMENT SOURCES

A variety of different documents were referenced in the inventory process. The following listing reflects a partial compilation of these sources. The listing does not include the data provided directly by the Town of Colorado City, or drawings which were referenced for information. An on-site inventory and interviews with airport staff and tenants contributed to the development of the inventory effort.

Las Vegas Sectional Aeronautical Chart, U.S. Department of Commerce, National Oceanic and Atmospheric Administration, 58nd Edition, September 11, 1997 Edition

U.S. Terminal Procedures, Southwest Volume 1 of 2, U.S. Department of Commerce, National Oceanic and Atmospheric Administration, February 26, 1998 Edition

Airport / Facility Directory, Southwest U.S., U.S. Department of Commerce, National Oceanic and Atmospheric Administration, February 26, 1998 Edition

Colorado City Transportation Study; JHK and Associates; March 1993

Colorado City General Plan, The Keith Companies; Adopted by the Colorado City Town Council March 15, 1993

Kingman Population 18,425, up 44 percent; Kingman Daily Miner; January 5, 1998

Community Profile, Colorado City; Arizona Department of Commerce; June, 1997

Economic Assessment of Colorado City, Arizona and Neighboring Hildale, Utah, The Joseph E. McClure Company, October 30, 1992

Colorado City Municipal Airport Master Plan Update 1990-2010, Armstrong Consultants Inc.

A number of web sites were accessed and contributed information for the inventory effort. These include:

www.color-country.net/~cbarlow/colocityairport

www.airnav.com

www.gcr1.com

www.state.az.us/commerce

www.qget.state.ut.us